Draft Alternative Scenarios for the 2012 RTP

Fundamental Assumptions

All three draft alternatives outlined in this document build on projects that are in the 2008 RTP through Amendment #4, county commission long range plans, ballot measures, or are being studied with a likely intent of implementation by 2035. Examples of such projects are the Westside Subway Extension to Westwood, Gold Line Extension to Montclair, Regional Connector, Wilshire Bus Rapid Transit (BRT), Anaheim Rapid Connection, Santa Ana and Garden Grove Fixed Guideways, Metrolink extensions to San Jacinto and Temecula, Redlands Rail, High-Speed Rail from Los Angeles to Anaheim and Los Angeles to Ontario, I-10 and I-110 HOT lanes and BRT, I-710 Dedicated Lanes for Clean Technology Trucks, I-710 Gap Closure, High Desert Corridor, CETAP Corridor A, and I-15 HOT lanes. . In addition, all three alternatives assume a land use scenario for 2035 that is consistent with local input growth totals for each jurisdiction, however, with strategic shifting of intensities into Transit Priority Project areas and other mixed use \ smart growth areas that may be somewhat different than what is currently reflected in jurisdiction's General Plans.

Alternative A

This alternative does not suggest any additional major modal transportation system expansion projects, but rather relies more heavily on policy-based transportation strategies to achieve the desired outcomes. Within a system management approach, regional land use is best-suited to follow emerging local trends that include a mix of infill development in established centers and corridors, continued growth into strategic undeveloped areas, and some additional development around existing and planned transit stations. As a result of the above assumptions and in order to (a) address some of the preservation needs, (b) reduce congestion, and (c) improve the environment, this alternative includes a VMT pricing strategy to manage/reduce overall transportation demand.

Revenues generated from a VMT fee would be used to address some (but not all) of the preservation funding shortfall, maximize the productivity of our multi-modal system through transportation management strategies, and encourage more non-motorized transportation and transit through modest capital projects (e.g., bike lanes, enhanced transit service and reduction of headways where needed). It is expected that the combination of moderate land use changes, the VMT fee, and increase in non-motorized transportation and transit ridership will lead to an overall reduction in regional VMT, and a significant reduction in congestion, pollution, and greenhouse gas (GHG) emissions.

Additional highlights of this scenario include:

- Investing in PRESERVATION to maintain current asset conditions and thereby halting the downward trend of system conditions. This alternative assumes the highest level of commitment to system preservation.
- Investing in Transportation Demand Management (TDM), Transportation System Management (TSM) and other operational strategies to maximize the productivity of the transportation system. These investments fully integrate regional traffic signal synchronization networks, extensive advanced ramp metering, enhanced incident management, spot improvements to improve flow (e.g. auxiliary lanes), and traveler information strategies. These would also feature full implementation of the Maximize Mobility Study's first/last-mile strategies, as well as full funding for Transportation Management Organizations (TMOs).
- Improving TRANSIT by fully implementing real-time Passenger Information Systems and Transit Signal Priority systems, reducing headways for targeted corridors, expanding dedicated bus lanes during peak periods, and increasing the bicycle carrying capacity of the bus and rail fleets by at least 33%. Improvements would also include the partial implementation of the LOSSAN South Strategic Implementation Plan.
- Implementing local BICYCLE plans totaling 5,000 miles and enhancing PEDESTRIAN facilities to reduce vehicular demand, and ensuring ADA compliance at sidewalks and intersections in TPP areas by 2020.

- Improving critical bottlenecks for trucks, select rail capacity enhancements and corresponding grade separations to improve the GOODS MOVEMENT system.

Alternative B

Alternative two employs a combination of policy and capital development to attain the GHG emissions reductions targets and to meet other RTP goals. Targeted, environmentally-friendly expansion projects and strategies would be implemented. Land use development in this scenario would be strategically targeted according to the type of transportation investment (e.g. system maintenance, highway, transit) occurring within specific locations of the region. The intensity of these development patterns is further defined by the level of investment in each instance with an emphasis of increasing both employment and housing growth within TPP areas, while still maintaining 2035 local growth projection totals. Major transportation projects and strategies in this alternative include:

- Investing in Transportation Demand Management (TDM), Transportation System Management (TSM) and other operational strategies to maximize the productivity of the transportation system. These investments include targeted signal synchronization improvements, the conversion of some HOV2 facilities to HOV3 during peak periods, select advanced ramp metering, enhanced incident management, and spot improvements to improve flow (e.g. auxiliary lanes). These would also feature strategic implementation of the Maximize Mobility Study's first/last-mile strategies in a prioritized group of TPP areas, as well as increased funding for TMO implementation of parking cash-out carpooling.
- Increasing TRANSIT service in productive corridors, implementing point-to-point express bus service in key corridors, implementing targeted expansion of five fixed guideways to close gaps (e.g. Metro Green Line to Norwalk Metrolink Station), improving Metrolink service and speeds along the LOSSAN corridor, connecting planned HOT lanes to create a REGIONAL HOT LANE network, and adding BRT and/or Express Bus service that run on the HOT lane network and complement existing Metrolink service. Improvements would also include the full upgrade of the LOSSAN South Strategic Implementation Plan, and partial implementation of the low/high-speed phased implementation to jumpstart development of regional rail markets in advance of the complete development of the state High-Speed Rail program.
- Strategically expanding the BICYCLE network over and beyond current plans, beginning with 750 miles of prioritized projects out of the 5,000 total miles of local bicycle plans, and enhancing pedestrian facilities, especially in focus areas of the land use plan.
- Implementing a zero or near-zero emission east-west freight corridor to alleviate congestion on existing east-west corridors for GOODS MOVEMENT and promote continued economic development in the Inland Empire around the logistics industry.

In addition to these projects, significant funding would be provided for preservation to achieve a state of good repair, which would be an improvement compared to existing conditions. Finally, this alternative would include a demonstration project for cordon pricing in downtown Los Angeles, and possibly the LAX area. This concept can be further expanded in other counties when conditions warrant it.

Alternative C

This alternative seeks to implement both transportation and land use policies that reduce single- occupant vehicle demand. The supportive land use pattern would build off of emerging local trends and then seek to maximize employment and housing growth within TPP areas. It would seek to improve the local and even countywide (i.e. - unincorporated area) jobs/housing balance by promoting economic development located in closer proximity to higher intensity housing opportunities.

As a result, commute distances and overall vehicular demand will be reduced. Consequently, preservation needs will be lessened, and incentives for non-motorized transportation would be increased. Higher investment levels will be needed to address the non-motorized demand (both pedestrian and bicycle facilities). The need for long distance transit services will grow slower, but will increase for shorter distances. Other highlights of this alternative include:

- Transportation Demand Management (TDM) – Strategically implementing the Maximize Mobility Study's first/last-mile strategies in feasible TPP nodes and some improvements in telecommuting and TMO funding. In addition, all TSM strategies from the CSMPs will be fully implemented.
- System Preservation – A state of good repair will be achieved, albeit at a lower cost compared to the second alternative.
- Transit – Significantly expanding transit in key corridors to meet new demand created by jobs/housing balance achieved, implementing point-to-point express bus service in key corridors at a richer level than in Alternative 2, phasing the implementation of 5% of major arterials to have dedicated bus lanes, phasing the implementation of 10% zero-emission transit/fleet vehicles by 2020, fully implementing the express and arterial point-to-point bus network, implementing a targeted expansion of 15 fixed guideways to close gaps (e.g., Metro Green Line to Norwalk Metrolink Station), fully executing the LOSSAN Strategic Implementation Plan and a much more robust implementation of the LOSSAN / High Speed Rail phased implementation plan, and making improvements to non-LOSSAN Metrolink corridors.
- Goods Movement – Full implementation of the zero or near-zero emission east-west freight corridor, in addition to select rail and highway bottleneck capacity enhancements.
- Non-Motorized Transportation – Fully implement the local plans totaling 5,000 miles of bikeways and 800 additional miles of bikeways proposed by the SCAG Regional Bikeway Network. In addition, this alternative would request that jurisdictions attain ADA compliance for sidewalks and intersections by 2020, and implement bicycling facilities on at least 10% of primary and secondary arterials by 2035.
- Connecting planned HOT lanes to create a REGIONAL HOT LANE network.